

Summer 2005

NEWS-LINE



The *Waste Tire Hauler Program NEWS-LINE* is a free informational newsletter published by the California Integrated Waste Management Board (CIWMB). This quarterly newsletter provides information on the CIWMB's waste tire regulatory programs, including upcoming events.

New Comprehensive Trip Log Replaces Manifest Forms

The Waste Tire Manifest System has had an impact on curbing the amount of waste tires that are illegally dumped or stockpiled throughout California. Following a legislative mandate, the CIWMB now requires all haulers, generators, and end-use facilities to use a manifest and trip log when transporting 10 or more waste tires on public roads. While these forms contain data to carry out enforcement action against some who violate the law, they have also proven to be burdensome for the industry. Many have reported that the forms take too much time to complete. Forms are damaged in the mail and many do not arrive in a timely manner.

In response to these problems, the CIWMB developed several proposals to simplify the manifest forms yet obtain the information needed to track and enforce the regulated

Comprehensive Trip Log (continued on page 3)

MARK YOUR CALENDAR

On July 1, 2005, the Manifest and Trip Log forms for reporting 10 or more waste tires in transit will be replaced by the Comprehensive Trip Log.

Upcoming Comprehensive Trip Log Training Workshops*

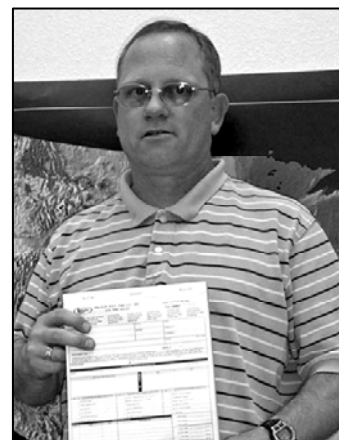
July 25—Sacramento
July 27—Diamond Bar
August 16—San Jose
August 25—Santa Rosa

August 29—San Diego
September 8—Redding
September 16—Visalia

* You will receive written notification including details about the upcoming workshops.

Web-Based Data Entry Eases Reporting Job

Paul Brink holds up the revised work order form he designed for Wilson Way Tires/US. This form and CIWMB's web-based reporting option make his job much easier.



When CIWMB made web-based reporting available to haulers this spring, Paul Brink with Wilson Way Tires/US took action.

California's waste tire industry began using the CIWMB manifest and trip log in July 2003 as the result of legislation requiring anyone hauling 10 or more waste tires to use a manifest to track waste tires in transit.

At that time, Paul Brink, safety manager with Wilson Way Tires/US, began to train about 100 employees working at eight stores to comply with the law. Manifest and trip log forms needed to be filled out correctly for the volumes of commercial tires that were moved daily. Brink recounts that one summer day following eight service calls,

Web-Based (continued on page 2)

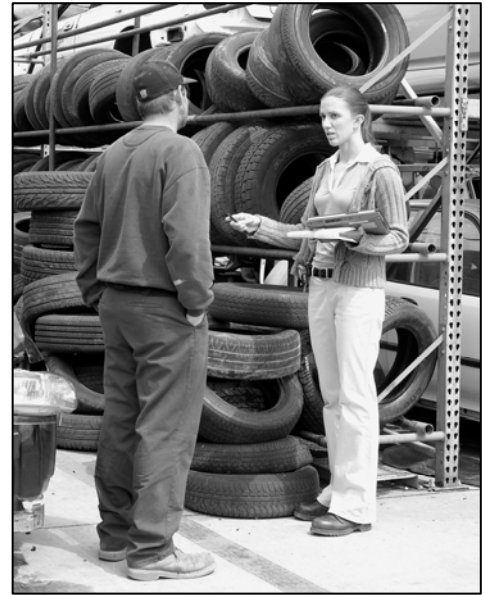
each employee spent about one hour filling out forms. Thousands of sheets of paper reporting the daily waste tire pickups and deliveries found their way to his desk, where they were sorted, corrected as needed, mailed to the CIWMB, and organized for storage, taking a day out of Brink's work week. "We made a big effort to comply with the law, but the amount of paperwork was unbelievable," said Brink, as he recalled the stacks of forms piled on his desk.

When CIWMB announced the web-based reporting option, Brink immediately received the support of company owner Anthony Mattioli and jumped at the opportunity to discontinue using the State's paper forms and report his company's transactions online. At a cost of \$200, Brink redesigned his company's original field service work order form to include sections for legal disclaimers, pickup and delivery information, load types, the tire program ID number, and the CIWMB decal. Within a week, CIWMB approved the form for use.

The redesigned form not only eliminated the need to use the manifest and trip log (and the revised comprehensive trip log that will replace the other two forms), but enabled Wilson Way Tires/US employees to reduce paperwork time to the point it was before using the manifest and trip logs. And all this happened without using nearly as much paper. "Instantly we went to 100 percent compliance," said Brink.

Within seconds of entering the CIWMB website, Brink keys in the necessary information taken directly from the work order to convey the number of tires transported from one location to another. Work that took Brink six to eight hours to complete now takes about one hour per week. Since the computer won't accept incorrect information, there is no risk of making a mistake. "Not having to pull out the green and white manifest and trip log forms makes the employees very happy," says Brink. "And not having to process all of the forms lets me make more productive use of my work time while complying with the law."

For information on how you too can save time by using CIWMB's web-based data entry, contact Doug Ralston at (916) 341-6148.



Maria Adney, an inspector with Sacramento County, discusses waste tire inspection report with company representative.

Local Government Inspectors Keep an Eye Out for Illegal Waste Tire Storage and Hauling

No matter how compliant they are with the laws, those in the waste tire industry don't eagerly await the required annual inspection from a government entity. Yet, it is a way to ensure that companies aren't illegally storing waste tires and are using registered haulers to transport waste tires to a certified end-use facility. Maria Adney, who works for the County of Sacramento, is one of 36 local inspectors throughout California. With a list of 300 active sites earmarked for annual inspections, her job is a busy one.

"Some companies have the mistaken perception that you want to put them out of business," Adney explains. But, she is interested in making sure that they aren't storing or hauling waste tires illegally. To that end, Adney drops in unannounced with a checklist of items that each business must

Inspectors (continued on page 3)

community. Stakeholders from the waste tire industry were invited to participate in workshops to determine whether the proposed changes would accomplish program objectives and at the same time minimize the obligation imposed on those responsible for filling out the forms.

One of the proposals welcomed by a majority of stakeholders is a new Comprehensive Trip Log (CTL), which will replace the current manifest and the trip log. This new form contains manifest and trip log information but significantly reduces the amount of paper used and requires less time to complete. Under the current system, the hauler, generator, and end-use facility are responsible for completing and mailing the current manifest and trip log forms. The new CTL places the responsibility solely on the hauler for completing the form and mailing it to the CIWMB. A new web-based reporting option will also facilitate the reporting process for haulers who use it.

The use of the CTL begins on July 1, 2005. However, the current manifest and trip log may be used until December 31, 2005. The retreader trip log will be discontinued in Spring 2006. CIWMB will hold training classes throughout California this July, August, and September for using the CTL (schedule is on page 1). Information on the CTL and a link to the draft CTL are available at www.ciwmb.ca.gov/Tires/Manifest/Revisions/.

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comply with. On the list are items such as having a tire program ID (TPID), showing they have three years' worth of manifests and trip logs, use of a registered hauler, and submittal of forms to the CIWMB within 90 days after a waste tire is generated or received. Adney also looks throughout the facility to see if non-permitted waste tires piles (more than 500) are stored.

A recent visit to a dismantler proved that last year's inspection left an impression on the company's owner, who was written up for not having a TPID and having dozens of scattered tire piles. Although he demonstrated a TPID certificate and there were considerably fewer tires sitting on pallets, the owner failed to show manifests for the tires that were removed. For this, the owner received a notice of violation with a compliance deadline.

In addition to making routine inspections, Adney locates tire dumps. When she asks people in the neighborhood who may be

Military Bases Catch Up With Tire Recycling Laws

Military bases must follow environmental regulations to ensure the safety of military personnel and civilian staff. Bases have now begun paying attention to recycling of waste tires. Barbara Sugar, hazardous waste program manager with Beale Air Force Base, is one of the people responsible for the recycling of containers, paper, and electronic waste generated by the 4,000–5,000 people who work at the base. Sugar now works in Beale's waste tire recycling program and has added one more responsibility to her job.

While the waste tire manifest system has been in operation since July 1, 2003, many military bases throughout California have not taken direct responsibility for ensuring that waste tires generated are documented through the manifest system. Some bases

Military (continued on back page)

responsible for dumping illegally, the tires usually disappear. If the situation continues, she works with the Air Resources Board to set up surveillance equipment. "Word of mouth spreads quickly and soon the problem is corrected," says Adney.

So far, the \$6 million per year allocated for waste tire enforcement grants giving local jurisdictions the authority to inspect facilities and examine manifest and registration documents has resulted in a very positive outcome. While inspectors may not be a welcome sight, their presence is a reminder that government expects companies in the waste tire industry to comply with the law.

have unknowingly allowed unregistered haulers to remove tires, prompting CIWMB staff to work with Department of Defense personnel. To date, Michael White, military liaison in the manifest program, has contacted 105 bases to encourage them to start waste tire recycling programs. "For the most part, people at the bases have been very eager to fall into compliance with the tire recycling laws. Some bases have drawn up policies and offered training, which has been very helpful," says White.

When White contacted Dolores Tiburico, recycling program manager at Travis Air Force Base, she saw his suggestions as an opportunity to increase the base's solid waste diversion rate. Last November only a couple of generators had tire program ID numbers, and there was no oversight to ensure that tires were properly accounted for and disposed of. Tiburico explained, "It was a matter of training and making sure that everyone understood the requirements." She added, "Now we are diverting 17 to 36 tons of tires per quarter and have surpassed the Department of Defense's required diversion rate of 40 percent."

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To subscribe to *NEWS-LINE*, call CIWMB's toll-free waste tire hotline at 1-866-896-0600 or e-mail Keith Cambridge at kcambri@ciwmb.ca.gov.

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